

of the Philadelphia, Wilmington and Baltimore Rail Road Company, for freight or transportation of passengers, shall be *uniform, equal and alike*, upon freight or passengers transported from Philadelphia to Baltimore and from Baltimore to Philadelphia, *and for equal distances in either direction.*"

The powers of the Philadelphia, Wilmington and Baltimore Rail Road Company, as to the rates and charges which they may demand, are contained in the several acts and sections following, to wit:

An act of the Legislature of Pennsylvania, "authorising the Governor to incorporate the Philadelphia and Delaware County and Southwark Rail Road Companies." Sections 15th and 16th, date April 2d, 1831.

An act of the Legislature of the State of Delaware, "to incorporate the Wilmington and Susquehanna Rail Road Company."—Sections 17th and 18th, date January 18th, 1832.

An act of the legislature of Maryland, "to incorporate the Delaware and Maryland rail road company," 1831, chapter 296—section 19th—date March 14th 1832.

"A supplement" (by the legislature of Maryland,) "to the act entitled an act, to incorporate the Delaware and Maryland rail road company;" 1834, chapter 281—date March 9th 1835.

"An act (of the legislature of Maryland,) to incorporate the Baltimore and Port Deposit rail road company"—1831, chapter 288—section 20th 26th & 27th.—In this act power is given, to charge at discretion, on any single parcel of merchandize, not exceeding 250 lbs. weight; and to charge 12 1-2 cents on any single parcel any distance, or for taking up and setting down a passenger travelling *not over 8 miles*.

An act (of the legislature of Maryland,) entitled "a supplement, to an act, to incorporate the Baltimore and Port Deposit rail road company, and to an act, to incorporate the Delaware and Maryland rail road company,"—passed at December session 1832, chapter 304, which "provided, that nothing in this act contained, shall be so construed, as to authorise *any contract or junction* being made with the New Castle and French town turnpike and rail road company, by either of the companies, first above named, or by the company which *they and any other companies may constitute*.

Afterwards by the act of 1837, chapter 30, they and *other* companies became united, and constituted *one company*, by the name of the Philadelphia, Wilmington and Baltimore rail road company.

In making the inquiry, whether rates had been demanded and received by the company, exceeding the limits allowed by the charter of the company, the committee deemed it unnecessary to protract their labours and increase the cost to the State, by an increased number of witnesses, to confirm any allegation once fully established by respectable & sufficient testimony. A material fact to be ascertained, was whether the rail road company had exacted, (for the conveyance of passengers or transportation of commodities.) *higher rates*